



**Virtual Public Meeting
with In-Person Open House
Pre-Recorded Presentation**

I-10 from Heights Blvd. to I-45

Harris County, Texas

Control Section Job (CSJ): 0271-07-326

January 2024

Script:

The Texas Department of Transportation (TxDOT), Houston District, would like to welcome you to this virtual public meeting with in-person open house. This presentation will provide information on the proposed Interstate 10, or I-10, project from Heights Boulevard to Interstate 45. This is a pre-recorded presentation. My name is Jeff Casbeer, and I am part of the project team. I would like to thank you for participating in this public meeting.

This is the second public meeting being conducted for this I-10 project. This presentation is available for viewing starting on January 16, 2024.

During the virtual meeting, you may pause the presentation and navigate forward or backward using your video player.

Public Meeting Technical Difficulties and Accommodation Requests



Please phone 713-802-5199 if you have:

- Technical difficulties accessing public meeting information online
- Request for special accommodations
- Language or interpretation needs other than English and Spanish

Details on how to submit an official comment will be provided further in the presentation.



Script:

If you have any technical difficulties accessing the public meeting information, need special accommodations, or speak a language other than English or Spanish and have interpretation needs please contact Gabriel Adame at 713-802-5199.

Details on how to submit comments will be provided further in the presentation.



IN-PERSON OPEN HOUSE

Wednesday, Jan. 17, 2024

5 to 7 p.m.

TxDOT Houston District Office

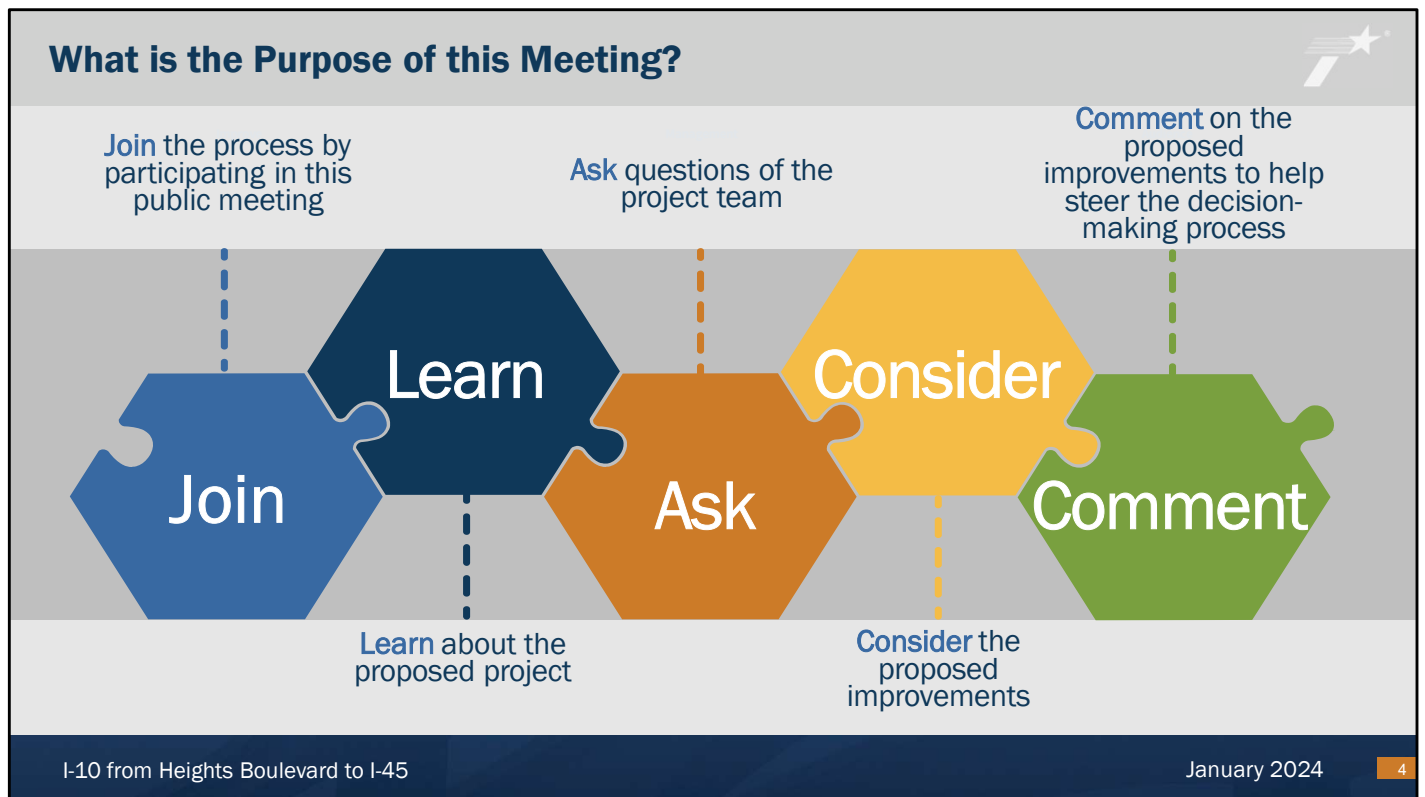
7600 Washington Ave.

Houston, Texas 77007



Script:

The virtual public meeting is being held in conjunction with an in-person open house. The open house will be held on Wednesday, January 17, 2024, from 5 to 7 p.m. at the TxDOT Houston District Office located at 7600 Washington Avenue, Houston, Texas, 77007. The information presented in the virtual public meeting and the in-person option is identical, and the opportunities to comment do not differ.



Script:

The purpose of this public meeting is to engage with stakeholders and the adjacent communities regarding the proposed project and to receive feedback. It also offers an opportunity for the project team to address any questions or concerns from the public.

TxDOT commits to purposefully involve the public in planning and project implementation by providing for early, continuous, transparent and effective access to information and decision-making processes.



National Environmental Policy Act (NEPA) Assignment to the Texas Department of Transportation

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by the Federal Highway Administration (FHWA) and TxDOT.

Script:

This project is anticipated to receive federal funds, and because of the federal component, TxDOT is required to assess the potential environmental effects of the proposed project in accordance with Federal standards. The process that is followed is called the National Environmental Policy Act process, otherwise known as NEPA. The NEPA process provides analyses of the potential impacts to the natural and manmade environment and helps the decision maker to make an informed decision on whether or not to proceed with the project. On December 9, 2019, TxDOT received a signed Memorandum of Understanding from the Federal Highway Administration that permits TxDOT to assume responsibility from the Federal Highway Administration for reviewing and approving certain assigned NEPA projects. This review and approval process applies to this project.

Public Meeting Agenda



Outreach and Notification Methods



Project Overview and Background



Need for and Purpose of the Proposed Project



Changes to the Design because of Public Involvement & Proposed Project Details



Environmental Analysis



Funding Information and Next Steps



How to Comment

I-10 from Heights Boulevard to I-45

January 2024

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Script:

In this presentation I will first outline the notification process leading up to this public meeting.

Then I will provide an overview of the project and discuss background information, followed by an explanation of the need for and purpose of the project.

Next will be a discussion of the changes that have been made to the design since the first public meeting along with details about the proposed improvements.

I will follow that with a review of the environmental analysis, funding information and next steps.

Toward the end of this presentation there are instructions on how to submit written comments, as well as contact information for TxDOT.

Outreach and Notification Methods



Information was posted to the TxDOT website on Dec. 20, 2023



Elected Official Letters were sent by mail and email on Dec. 4, 2023



Notices along with project flyers were mailed directly to adjacent property owners and neighborhood associations on Dec. 7, 2023



A notice in English was published in the Community Impact newspaper on Dec. 8, 2023, and The Leader newspaper on Dec. 2 and 9, 2023. A notice in Spanish was published in La Voz on Dec. 13, 2023



Approximately 7,300 postcards were mailed directly to mailboxes in neighborhoods adjacent to the project within 77007 and 77009 zip codes on Jan. 3, 2024



Changeable message boards with meeting information were placed along I-10 from Jan. 2 to Jan. 17, 2024



Social Media posts were made on TxDOT Facebook and X (Twitter) pages

I-10 from Heights Boulevard to I-45

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Script:

In preparation for this public meeting, notices in both English and Spanish were published on the TxDOT website on December 20, 2023.

Elected officials were notified of this public meeting by mail and email on December 4, 2023.

Notices in both English and Spanish were then mailed to adjacent landowners and neighborhood associations on December 7, 2023, along with informative project flyers.

Informative flyers were also distributed to local community facilities, gathering places, and apartment complexes in the vicinity on December 14, 2023.

Notices were also published in the Community Impact newspaper on December 8, 2023, and The Leader newspaper on December 2 and 9, 2023. A notice in Spanish was published in La Voz on December 13, 2023.

Approximately 7,300 postcards were mailed out using Every Door Direct on January 3, 2024, to mailboxes within the 77007 and 77009 zip codes.

TxDOT advertised the meeting on roadside variable message signs along I-10 from January 2 to January 17, 2024.

In addition, links to the meeting notice were posted on the TxDOT Facebook page and TxDOT Houston District X (formerly Twitter) page.

Project Overview



Project Name: I-10

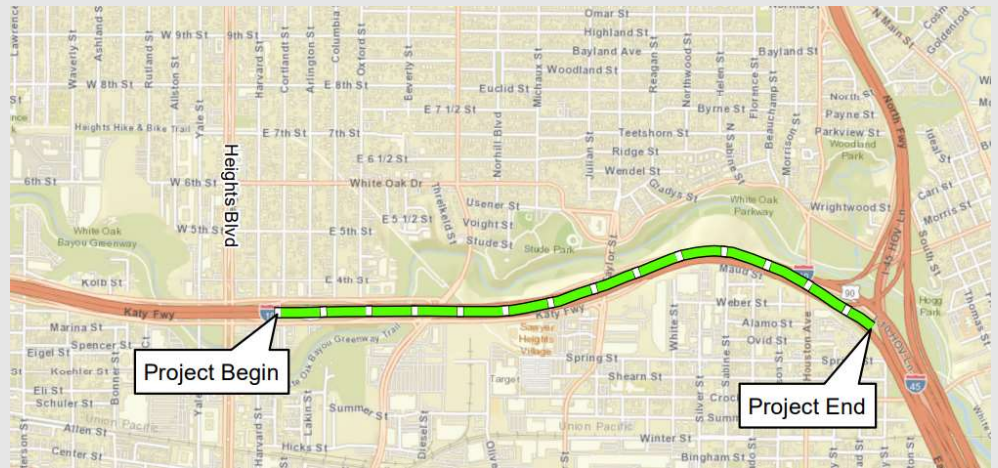
Project Length: 1.8 miles

Project Limits: Heights Blvd to I-45 in Downtown Houston

Project Reference Number: 0271-07-326

Estimated Cost: \$347M

Funding: Federal & State



I-10 from Heights Boulevard to I-45

January 2024

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Script:

The proposed project is a resiliency project and does not include adding vehicle capacity to I-10. TxDOT is proposing to raise the elevation of the I-10 mainlanes above the floodplain of White Oak Bayou from Heights Boulevard to I-45 near Downtown Houston in Harris County. The project is approximately 1.8 miles long. The project is estimated to cost approximately \$347 million using a combination of federal and state funds.

This information can also be found in the project handout, for quick reference.

Project Background – Flooding History



- I-10 is a heavily traveled interstate highway through Houston. During major rain events, water from White Oak Bayou can overtop its banks flooding I-10 and making it impassable.
- I-10 at White Oak Bayou has been inundated **10 times** since March 1992*.
- I-10 at White Oak Bayou does not meet Federal Design Flood Regulations for interstates (50-year storm) or current TxDOT standards (100-year storm).



Unnamed 2017 Storm



Tropical Storm Allison



Hurricane Harvey

* Source: Flood gauge and TxDOT maintenance records

I-10 from Heights Boulevard to I-45

January 2024

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Script:

I'd now like to share some background information on this project. I-10 is a heavily traveled interstate highway through Houston. This project is needed because during major rain events, such as Tropical Storms Allison and Imelda and Hurricane Harvey, White Oak Bayou overtopped its banks flooding I-10 and making it impassable. Based on flood gauge and TxDOT maintenance records, I-10 at White Oak Bayou has been inundated 10 times since March of 1992.

Federal Design Flood Standards require the interstate highway to remain passable during a 50-year storm. TxDOT standards require the interstate to remain passable during a 100-year storm. I-10 in the vicinity of White Oak Bayou does not currently meet the Federal Design Flood Regulations for interstate highways or the current TxDOT standards.

Project Background – Impacts of I-10 Closures on Freight Traffic



- Estimated that more than **60 million tons** of freight use I-10 through Houston's center every year, valued at over **\$130 billion*** annually
- Closures of I-10 due to flooding have economic impacts across the city, state and nation

*Source Data: 2018 TxDOT Economic Role of Freight in Texas Study



I-10 from Heights Boulevard to I-45

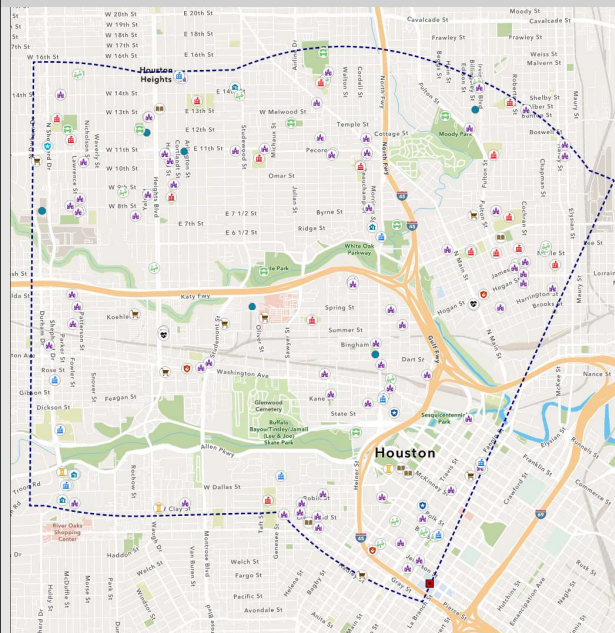
January 2024

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Script:

According to the 2018 TxDOT Economic Role of Freight in Texas Study, it is estimated that more than 60 million tons of freight use I-10 through Houston's center every year. The value of this volume of freight is estimated to be over \$130 billion dollars annually. Closures of I-10 due to flooding have economic impacts across the city, state and nation.

Project Background – Impacts of I-10 Closures to Essential Services



Closure of I-10 has direct impacts:

- Hinders emergency management services
- Disrupts supply chain impacting availability and price of goods at local and regional stores including grocery and hardware businesses



I-10 from Heights Boulevard to I-45

January 2024

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Script:

In addition to freight impacts, closure of I-10 also impacts essential services locally. Closures hinder access by emergency management services such as police and the fire department. Closures also disrupt the supply chain impacting availability and prices of goods at local and regional stores including grocery and hardware businesses. This map shows the wide variety of community resources in the project area, such as schools, places of worship, community centers and health care facilities, that could be impacted by closures due to flooding.

Project Background – Design Life of the I-10 Mainlanes



I-10 mainlanes:

- Last reconstructed between 1995 and 2000
- Have a 30-year design life
- Reach their 30-year design life between 2025 and 2030
- Need more maintenance as they age increasing:
 - Maintenance costs
 - Occasions lanes closed for repairs
- Without this project, pavement would need to be replaced starting in the next 2 years



Credit: Mark Mulligan, Houston Chronicle

I-10 from Heights Boulevard to I-45

January 2024

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Script:

The I-10 mainlanes were last reconstructed in this area between 1995 and 2000. All roadways, including I-10, have a design life which is the time from original construction to a terminal condition for a pavement structure. A terminal condition refers to a state where the pavement needs reconstruction. The I-10 mainlanes were designed with an expected design life of 30 years. The mainlanes will reach their 30-year design life between 2025 and 2030. As pavement approaches the end of its design life, more maintenance is required which increases costs and the occasions when lanes are closed for repairs. Even without this project, the entire stretch of concrete pavement would need to be replaced starting in approximately 2 years.

Need for and Purpose of the Proposed Project



Needs along the corridor include:

- I-10 floods during major storm events causing economic impacts and disruption of the movement of traffic, services and goods
- I-10 does not meet current Federal and State flood design standards
- I-10 is approaching the end of its design life



Purpose of the Proposed Project:

- The purpose of the proposed project is to reduce the risk of flooding of the I-10 facility between Heights Boulevard and I-45 and reduce occasions when the roadway would be impassable due to major rainfall events between these limits. The project also aims to address the aging pavement before the condition worsens.

I-10 from Heights Boulevard to I-45

January 2024

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Script:

The proposed project being discussed in this presentation is needed because I-10 floods during major storm events causing economic impacts and disruption of the movement of traffic, services and goods. I-10 does not meet current Federal and State flood design standards and the I-10 mainlanes are approaching the end of their design life.

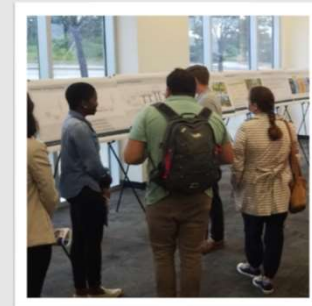
The purpose of the proposed project is to reduce the risk of flooding of the I-10 facility from Heights Boulevard to I-45 and reduce occasions when the roadway would be impassable due to major rainfall events. The project also aims to address the aging pavement before the condition worsens.

Changes to the Design – Previous Public Involvement



■ Previous Public Meeting

- July 2022 (61 in-person attendees)
- Public Comment Period scheduled from July 26 to Aug. 12, 2022
- Public Comment Period extended to Sept. 9, 2022
- 400+ Public comments received via comment cards, letters and email (Approximately 216 comments were submitted in a form letter)
- The Public Meeting Summary Report is available for review on the TxDOT website (www.txdot.gov)



I-10 from Heights Boulevard to I-45

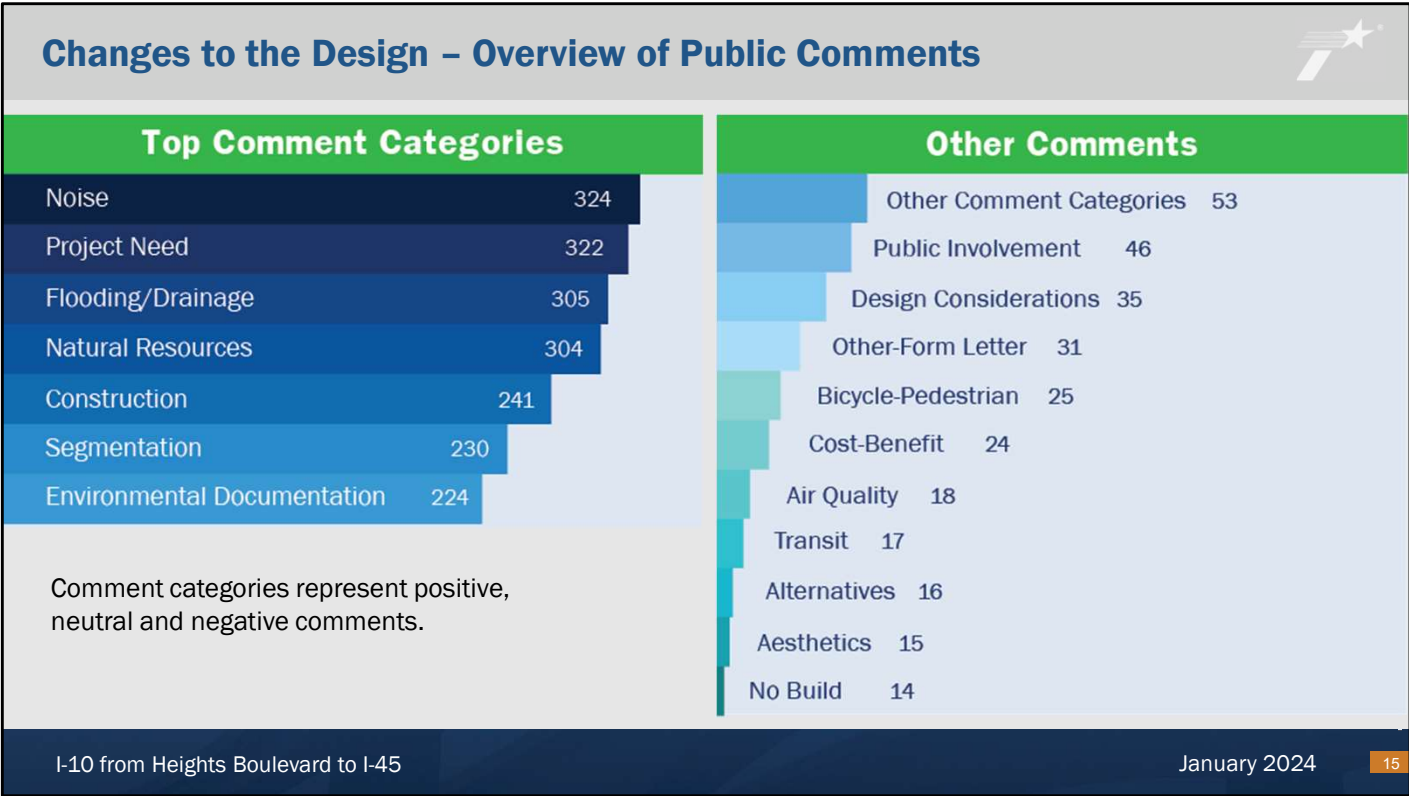
January 2024

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Script:

As noted previously, this is the second public meeting being conducted for this project. The first public meeting was conducted in July 2022 and consisted of a virtual public meeting and an in-person open house. Sixty-one people registered at the open house. The public comment period was originally scheduled from July 26th to August 12th but was extended to September 9th due to the high level of interest in this project. Over 400 public comments were received via comment cards, letters and e-mails. Approximately 216 comments were submitted in a form letter.

The Public Meeting Summary Report is available for review on the TxDOT website (www.txdot.gov).



Script:

These graphics summarize the categories of topics addressed in the 400-plus public comments received. The top seven comment categories are listed on the left side along with the number of commenters who submitted questions or concerns about each of the topics. Please note that these numbers represent all comments, positive, neutral and negative. The number one concern was noise, followed by the need for the project, flooding and drainage, natural resources, construction, segmentation and environmental documentation. Other comment categories included public involvement, design considerations, bicycle and pedestrian, cost-benefit, air quality, transit, alternatives, aesthetics and no build.

The project team considered all comments received and made changes to the proposed design where feasible based on this public feedback.



Changes to the project include the following:

1. Reduction of I-10 mainlane structure height over Studemont and reduction of HOV structure height over Taylor Street and Houston Avenue
2. Preservation of the forested area north of I-10 and west of Houston Avenue
3. Additional vegetation and tree plantings along White Oak Bayou within the project limits
4. Enhanced shared use path (SUP) connectivity including connection south of I-10
5. Addition of higher rails along elevated mainlanes and HOV bridges
6. Coordination with METRO to accommodate proposed METRO Bus Rapid Transit (BRT) structure

Script:

You spoke and TxDOT listened. Changes to the project are summarized in the following six items.

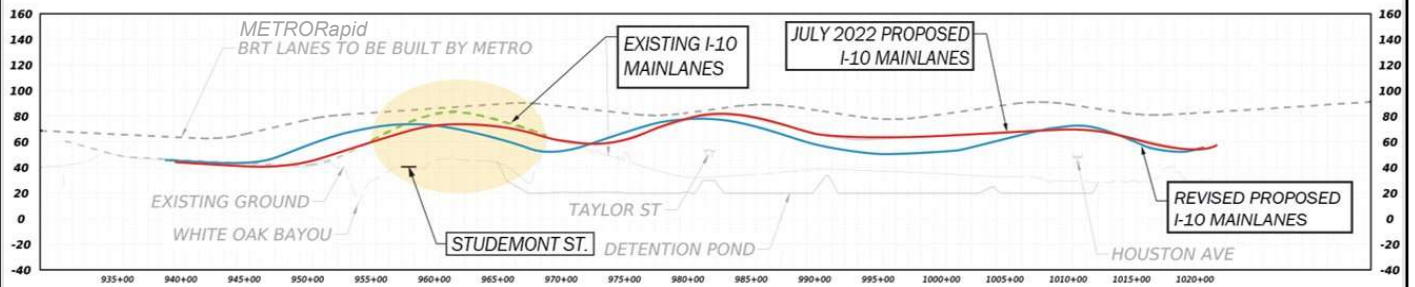
1. Reduction of I-10 mainlane structure height over Studemont and reduction of HOV structure height over Taylor Street and Houston Avenue
2. Preservation of the forested area north of I-10 and west of Houston Avenue
3. Additional vegetation and tree plantings along White Oak Bayou within the project limits
4. Enhanced shared use path (SUP) connectivity including a connection south of I-10
5. Addition of higher rails along elevated mainlanes and HOV bridges
6. Coordination with METRO to accommodate proposed METRO Bus Rapid Transit (BRT) structure

I'll go into more detail about each of these items in the following slides.

Changes to the Design #1 – Reduce Height of Roadways



I-10 mainlanes just east of Studemont Street would be approximately 10 feet lower than existing, keeping mainlanes at or below existing HOV.



I-10 from Heights Boulevard to I-45

January 2024

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Script:

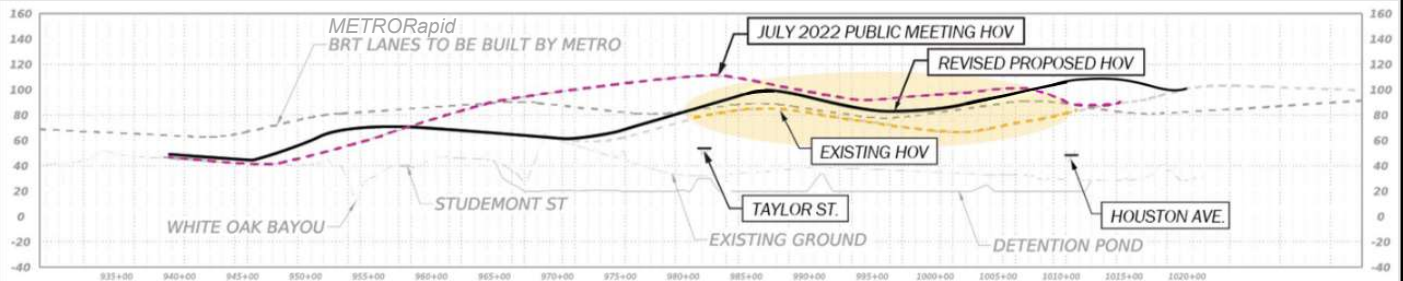
Many people were concerned about the originally proposed heights of the mainlane and HOV structures. The first design change made as a direct result of public involvement is the redesign of these structures to decrease the height. This graphic shows a comparison of the existing mainlane structure height and the proposed heights from the designs presented at the July 2022 public meeting and at this public meeting.

The red line is the height of the mainlane structures that was originally proposed in July 2022. The blue line shows the redesigned structure height. The mainlanes east of Studemont Street would now be approximately 10 feet lower than the currently existing mainlanes, shown in a dashed green line. The proposed mainlanes would be at or below the currently existing HOV lanes. For a majority of the project length, the I-10 mainlanes would be lower than originally proposed.

Changes to the Design #1 – Reduce Height of Roadways (cont'd)



Reconstructed HOV structure would be only approximately 10 feet higher than existing HOV at Taylor Street.



I-10 from Heights Boulevard to I-45

January 2024

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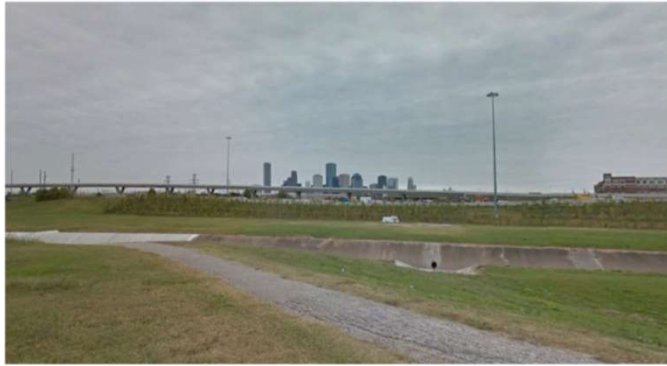
Script:

This graphic shows a comparison of the existing HOV structure height and the proposed heights from the designs presented at the July 2022 public meeting and at this public meeting. The dashed pink line is the height of the HOV structures that was originally proposed in July 2022. The solid black line shows the redesigned HOV structure height. The redesigned HOV structure would be approximately 10 feet higher than the existing HOV structure at Taylor Street. Again, for a majority of the project length, the proposed I-10 HOV lanes would be lower than originally proposed.

Changes to the Design #1 – Reduce Height of Roadways (cont'd)



View in 2014



View after Construction Completed
before Additional Landscaping



*View from Stude Park looking Southeast
(2014)*

*Image shows proposed TxDOT I-10
improvements only, METRO BRT is not shown.*

I-10 from Heights Boulevard to I-45

January 2024

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Script:

This slide shows a photo of I-10 as seen from Stude Park and a rendering of what the view would be after project construction. The photos are from 2014 and do not show how the landscaping has grown since then. Please note that the renderings provided in the presentation show only the proposed TxDOT improvements. The proposed METRO BRT project is not shown.

Changes to the Design #1 – Reduce Height of Roadways (cont'd)



Current View



View After Construction and
Landscaping Completed



*View from Stude Park looking Southeast
(2023)*

*Image shows proposed TxDOT I-10
improvements only, METRO BRT is not shown.*

I-10 from Heights Boulevard to I-45

January 2024

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Script:

These photos show a current view of I-10 as seen from Stude Park with the current landscaping and a rendering of what the view would be after project construction.

Changes to the Design #1 – Reduce Height of Roadways (cont'd)



Current View



View After Construction



*View toward MKT Trail Crossing looking Southeast
(2023)*

*Image shows proposed TxDOT I-10
improvements only, METRO BRT is not shown.*

I-10 from Heights Boulevard to I-45

January 2024

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Script:

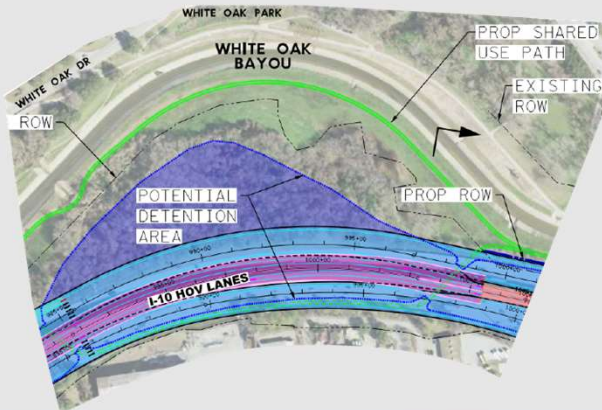
These photos show a current view of I-10 at the MKT Trail Crossing and a rendering of what the view would be after project construction.

Changes to the Design #2 – Preserve Forested Area

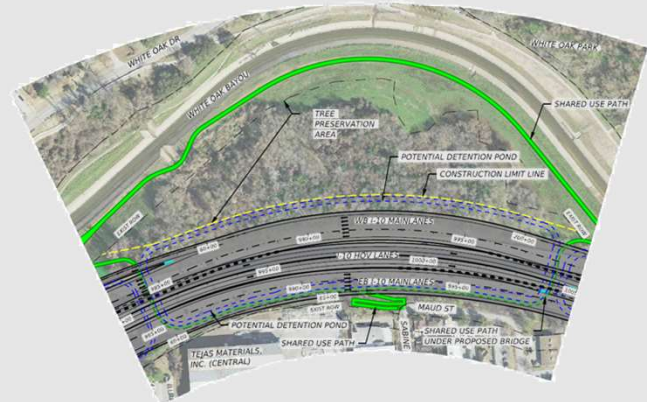


The detention area was redesigned allowing the existing forested area west of Houston Avenue and north of I-10 to be preserved.

July 2022 Public Meeting



January 2024 Public Meeting



I-10 from Heights Boulevard to I-45

January 2024

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Script:

The second design change made as a direct result of public involvement is the preservation of the existing forested area on the north side of I-10 between Taylor Street and Houston Avenue. Originally, the proposed detention pond was going to be constructed in the forested area. The preservation of natural resources was a common theme in the comments provided after the first public meeting. To address this concern, the detention area was redesigned so that it would remain beneath the roadway and allow the forested area to remain intact.

Changes to the Design #2 – Preserve Forested Area (cont'd)



Current View



View After Construction Completed



Image shows proposed TxDOT I-10 improvements only, METRO BRT is not shown.

I-10 from Heights Boulevard to I-45

January 2024

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Script:

These photos show a current view of the forested area and a rendering of what the view would be after project construction.

Changes to the Design #3 – Additional Plantings



TxDOT is coordinating with Harris County Flood Control District to place vegetative and tree plantings between I-10 and White Oak Bayou.



I-10 from Heights Boulevard to I-45

January 2024

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Script:

The third design change made as a direct result of public involvement is the addition of landscaping zones on the north side of I-10 between the highway and White Oak Bayou. This addition is also in response to the many comments about natural resources in the project area. TxDOT is coordinating with the Harris County Flood Control District to add vegetative and tree plantings along White Oak Bayou within the project limits. The bright green lines are the shared use paths proposed as part of this project and the green shading shows the location of the landscape zones.

Changes to the Design #3 – Additional Plantings (cont'd)



Current View



View after Construction Completed,
before Additional Landscaping



View from Taylor Street looking Southeast

Image shows proposed TxDOT I-10 improvements only, METRO BRT is not shown.

I-10 from Heights Boulevard to I-45

January 2024

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Script:

These photos show a current view from Taylor Street, looking southeast, at the area being considered for use as a landscaping zone and a rendering of what the view would be after project construction but before the additional landscaping is planted. You can also see the proposed shared use path in the rendering.

Changes to the Design #3 – Additional Plantings (cont'd)



Current View



View after Construction and Landscaping Completed



View from Taylor Street looking Southeast

Image shows proposed TxDOT I-10 improvements only, METRO BRT is not shown.

I-10 from Heights Boulevard to I-45

January 2024

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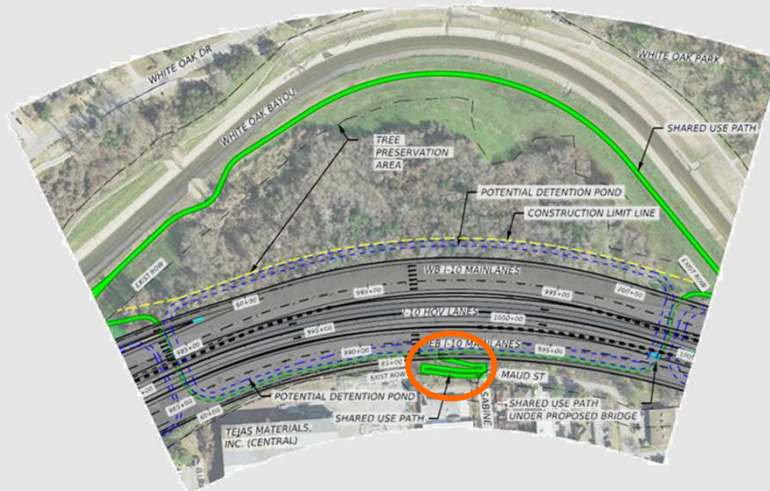
Script:

These photos show the same view from Taylor Street, but the rendering includes the additional landscaping integrated with the proposed shared use path.

Changes to the Design #4 – Enhanced Shared Use Path Connectivity



TxDOT would enhance connectivity of the proposed shared use path with a connection south of I-10 at Sabine Street/Maud Street.



I-10 from Heights Boulevard to I-45

January 2024

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Script:

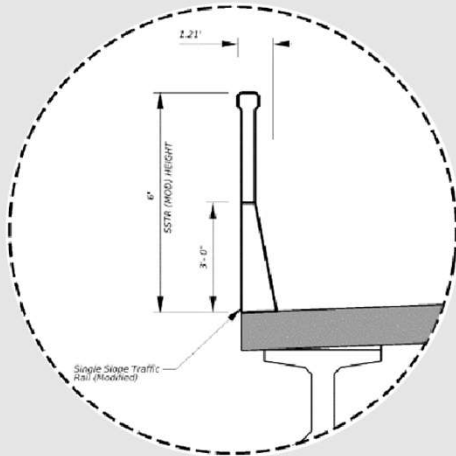
The fourth design change made is additional connectivity added to the shared use path network to address bicycle and pedestrian concerns raised after the first public meeting. A new connection from the shared use path on the south side of I-10 has been added to allow access to Sabine and Maud Streets. The new connection is circled in orange.

Changes to the Design #5 – Higher Rail Height



Six-foot minimum height rails would be placed on the outside of elevated mainlanes and HOV lanes, similar to the I-610 West Loop rail heights in Bellaire.

(Aesthetic treatments and colors would be different for the I-10 project)



I-610 West Loop northbound over Fournace Place

I-10 from Heights Boulevard to I-45

January 2024

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Script:

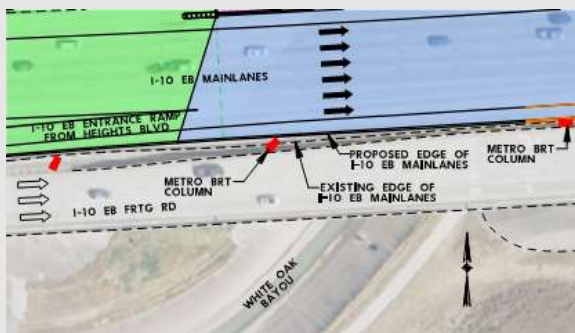
The fifth design change made is in direct response to the most common concern we heard from stakeholders and the community; existing and future noise levels in the project area. TxDOT proposes to double the height of the concrete barrier rails on the outside of the elevated mainlanes and HOV lanes. As shown in the diagram, the standard height of these rails is three feet, but for this project, the height would be increased to six feet. The photo shows an example of rails that were built on the I-610 West Loop over Fournace Place in Bellaire. This photo is just an example, and the aesthetic treatments and colors would be different for this project. I'll talk more about the noise analysis conducted for this project a little later in the presentation.

Changes to the Design #6 – Transit Coordination

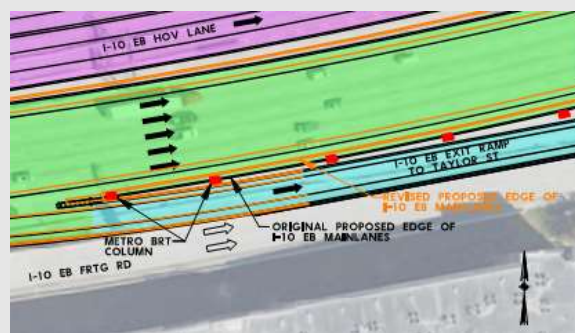


TxDOT is working closely with METRO to implement METRO's proposed Inner Katy BRT which cannot be built without this project moving the I-10 eastbound mainlanes to provide space for METRO to place columns and foundations for the BRT structure.

Relocation of existing I-10 edge of pavement
west of Studemont Street



Relocation of proposed I-10 edge of pavement
west of Taylor Street



I-10 from Heights Boulevard to I-45

January 2024

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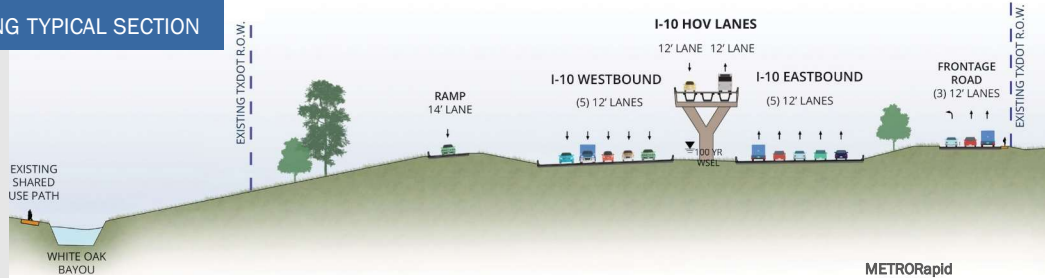
Script:

The sixth element is transit coordination in response to comments about TxDOT and METRO working together to develop transportation solutions in the I-10 corridor. TxDOT has been and continues to work closely with METRO to help implement METRO's proposed Inner Katy Bus Rapid Transit project which could not be built without this project. TxDOT proposes to move the I-10 eastbound mainlanes to provide space for METRO to place columns and foundations for the BRT structure. The two diagrams show how the BRT support structures, shown in red, would fit within the I-10 project.

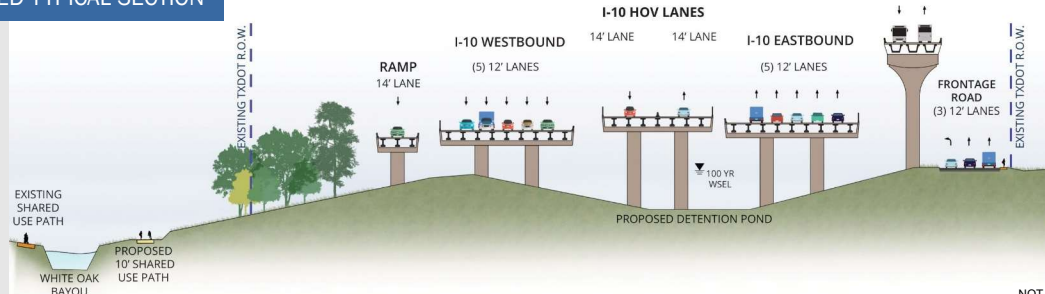
Proposed Project Details – I-10 Typical Sections West of Taylor Street



EXISTING TYPICAL SECTION



PROPOSED TYPICAL SECTION



NOT TO SCALE

I-10 from Heights Boulevard to I-45

January 2024

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Script:

I'll now share the proposed project details.

This is an illustration of the updated existing and proposed typical sections of I-10. The typical section at the top is the cross-section of the road as it looks today and the section on the bottom is what it would look like with the proposed project.

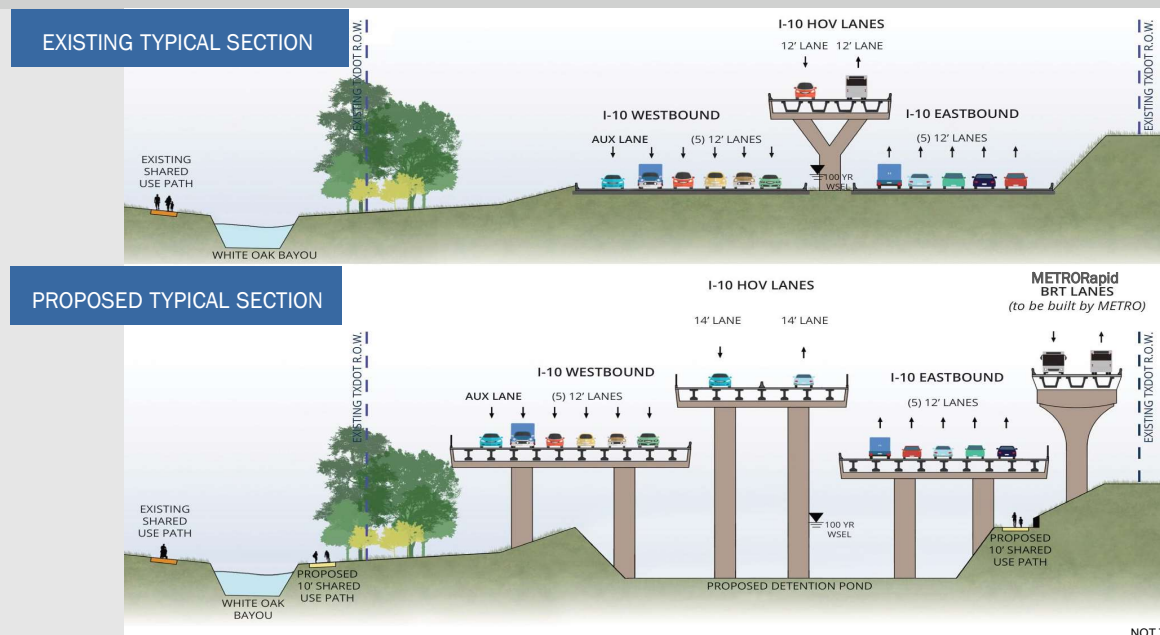
The existing typical section west of Taylor Street shows a highway with five 12-foot-wide mainlanes in each direction with 10-foot-wide inside and outside shoulders. There is also one 12-foot-wide High Occupancy Vehicle lane in each direction. Along this section of I-10, the mainlanes are typically at ground level while the HOV lanes are elevated. Frontage roads, ramps and auxiliary lanes exist along the corridor and this typical section shows a frontage road with three 12-foot-wide lanes in the eastbound direction and a 14-foot-wide ramp in the westbound direction. The existing right-of-way varies from 550 to 720 feet wide. In the existing typical section, you can also see the location of White Oak Bayou and the existing 10-foot-wide shared use path located on the north side of the bayou. If you look closely under the HOV lanes, you can see a small black triangle labeled 100-year Water Surface Elevation (abbreviated to WSEL). This is the level of the top of the water during a 100-year storm event. The existing I-10 mainlanes are located below the 100-year Water Surface Elevation.

The graphic on the bottom shows the proposed typical section, a cross-section of what the road would look like with the proposed project.

The proposed project would consist of the same number of travel lanes, five 12-foot-wide mainlanes in each direction, 10-foot wide inside and outside shoulders and one slightly wider 14-foot-wide HOV lane in each direction. The proposed HOV lanes are two feet wider than the existing HOV lanes, are barrier separated, and have wider shoulders for enhanced safety. The ramps and frontage road would still be present.

The primary difference between the existing and proposed I-10 typical sections is that the mainlanes would be elevated above the 100-year Water Surface Elevation to reduce the risk of roadway flooding. Note the location of the Water Surface Elevation triangle beneath the proposed HOV lanes and mainlanes. The mainlanes would be at approximately the same height as the HOV lanes. The proposed typical section also illustrates some additional elements of the proposed project including a 26-acre detention pond constructed beneath the elevated lanes, additional landscaping, and an additional 10-foot-wide shared use path on the south side of White Oak Bayou that would connect to the existing trail system. The proposed typical section also shows the proposed elevated METRORapid Inner Katy bus lanes between the eastbound I-10 mainlanes and frontage road. I will talk more about these additional elements later in the presentation.

Proposed Project Details – I-10 Typical Sections West of Houston Ave



NOT TO SCALE

I-10 from Heights Boulevard to I-45

January 2024

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Script:

These graphics are illustrations of the existing and proposed typical sections of I-10 west of Houston Avenue as the project gets closer to I-45.

At the top, the existing I-10 typical section looks very similar to the section west of Taylor Street. There are the same number of mainlanes and HOV lanes, but there are no ramps or frontage roads in this section. The mainlanes are still below the 100-year Water Surface Elevation.

At the bottom, you can see the proposed typical section, which again looks very similar to the section west of Taylor Street. Through this section, the HOV lanes are higher than the mainlanes. This section also shows the proposed detention pond and shared use path elements. One difference between this proposed typical section and the previous proposed section is that there is a shared use path located under the eastbound I-10 mainlanes which connects to the existing and proposed trails along White Oak Bayou and also connects to trails and streets on the south side of I-10. The proposed METRORapid bus lanes are also shown in this proposed typical section.

Proposed Project Details – Drainage and Detention



A 26-acre detention pond would be constructed beneath the elevated I-10 mainlanes and HOV lanes.



I-10 from Heights Boulevard to I-45

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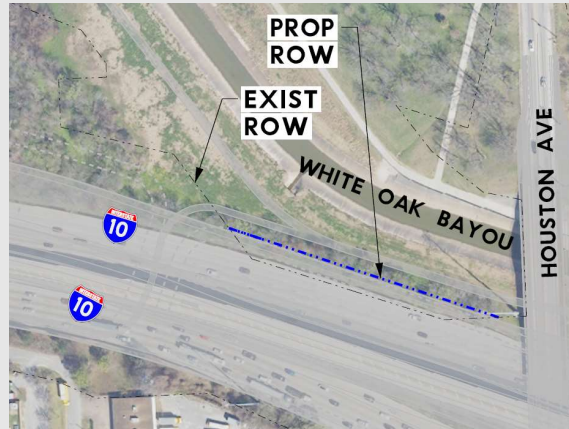
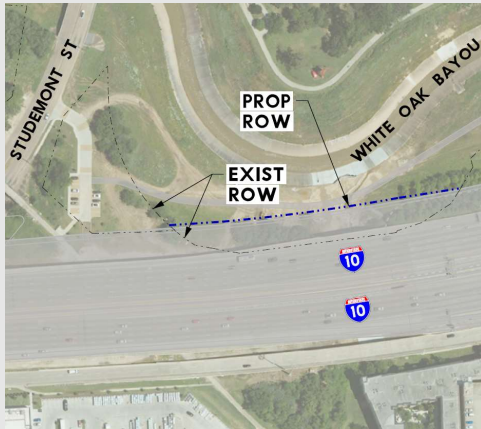
Script:

As I previously mentioned, there would be a 26-acre detention pond constructed beneath the elevated I-10 mainlanes and HOV lanes. This detention pond is designed to capture and store roadway runoff during storm events. The bottom of the pond would be constructed with permeable materials and the pond is intended to be dry when not storing stormwater. Approximately 18 acres of impervious pavement would be removed and replaced with permeable materials as shown in the photo. This is approximately the size of 13 and a half football fields.

Proposed Project Details – Additional Right of Way



- Approximately 1.2 acres of additional right of way would be required
- No displacements of residences or businesses would be required



I-10 from Heights Boulevard to I-45

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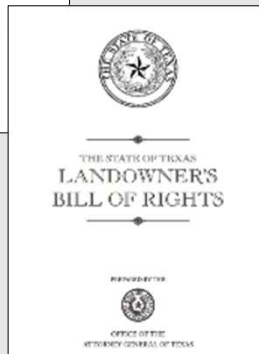
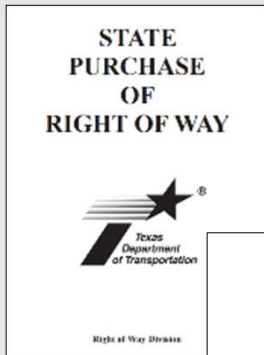
Script:

Two small slivers of additional right-of-way from 4 parcels totaling approximately 1.2 acres would be required for construction of the proposed project. Three parcels are owned by the Harris County Flood Control District, and one is owned by the City of Houston. These sections of the schematic show where the additional right-of-way would be located on the north side of I-10 east of Studemont Street and west of Houston Avenue.

The additional right-of-way is shown using a dark blue dashed and dotted line.

No displacements of residences or businesses would be required.

Proposed Project Details – Additional Right of Way



- Right-of-Way Brochures are available on the TxDOT Website: <http://txdot.gov/inside-txdot/forms-publications/publications/landowner-rights.html>
- Information about the Right-of-Way Acquisition schedule can be obtained by calling the TxDOT District Office at 713-802-5352

I-10 from Heights Boulevard to I-45

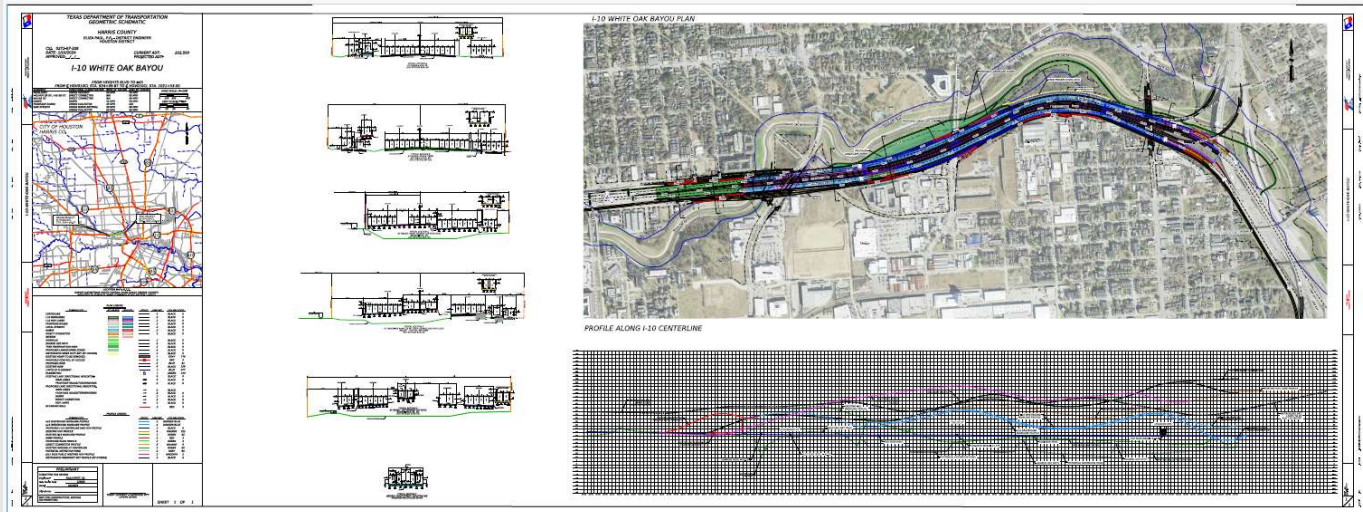
January 2024

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Script:

Information about the Right of Way acquisition process may be found on the TxDOT webpage at the web address listed on this slide. Information regarding the schedule of acquisition may be obtained by calling the TxDOT District Office at 713-802-5352.

Changes to the Design – I-10 Project Schematic



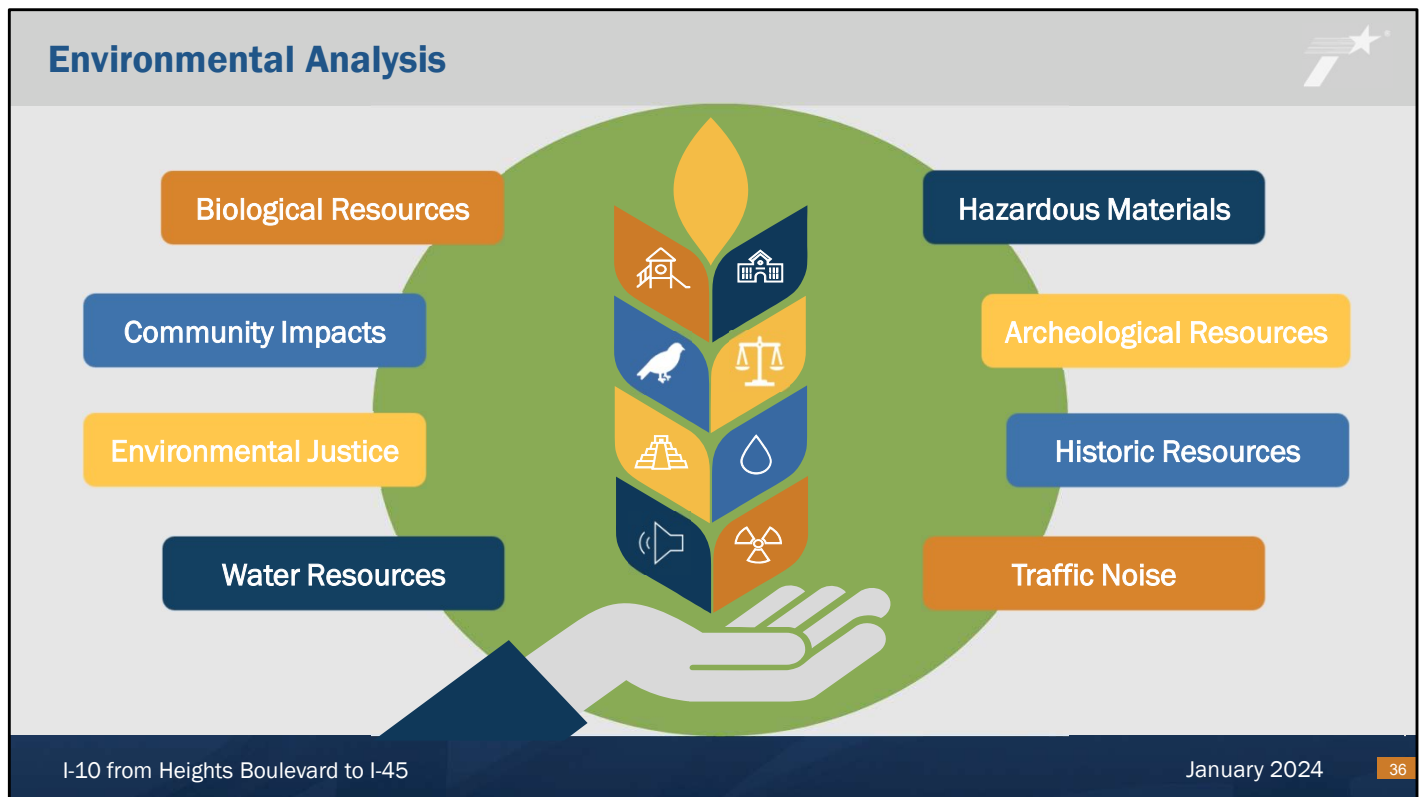
I-10 from Heights Boulevard to I-45

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Script:

This slide shows the proposed I-10 schematic which incorporates all the design changes previously discussed. A schematic is a more detailed illustration of the proposed improvements as seen from above and also includes roadway profiles and typical sections. For virtual attendees, the schematic is available for download on the project webpage. We recommend that you download the schematic so that you can zoom in and out and more easily see project details. For in-person attendees, hard copies of the schematic are available on easels for viewing. Notice the legend in the lower left corner of the schematic. The legend identifies what the various colors and lines represent.



Script:

The next item on our agenda is the environmental analysis.

The project team has identified and evaluated potential environmental impacts that could occur as a result of constructing the proposed project.

Areas reviewed include biological resources, community impacts, environmental justice, water resources, hazardous materials, archaeological resources, historic resources, and traffic noise.

All the technical reports documenting the analysis and conclusions of these studies have been completed and are available for review upon request. Findings of the analyses indicate no significant impacts are anticipated to these resource areas.



Traffic Noise

Traffic Noise Modeling



- Traffic noise was modeled using Federal Highway Administration's TNM 2.5 software
- Existing and predicted (2050) noise levels were modeled
- TxDOT proposes to double the height of the concrete barrier rail from 3 to 6 feet
- Traffic noise impacts were identified, and noise barriers were analyzed

Conclusion



- 88% of receivers would not experience a noticeable change in noise levels
- Noise barriers cannot be constructed in floodplains
- Noise barriers would not achieve necessary sound reduction per FHWA requirements
- Longitudinal tining of the concrete which reduces tire pavement noise is proposed

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Script:

A traffic noise analysis was conducted for the proposed project using the Federal Highway Administration's traffic noise modeling software. The model allows the project team to understand the current noise levels and how the proposed project may influence or change noise levels at adjacent properties in the future.

In order to run the model, details such as traffic volumes; the mix of vehicles including cars, medium trucks and heavy trucks; traffic speed; and selected outdoor areas where frequent human activity occurs adjacent to the project are identified and entered into the model, as well as the horizontal and vertical alignment of the existing and proposed roadway. The model calculates the existing traffic decibel level at the selected outdoor locations, as well as future decibel levels considering the project's proposed design. Traffic number projections for the year 2050 were used in the model.

In order to be identified as an "impact" per guidelines and regulations, the future roadway traffic noise level must meet or exceed an average of 66 decibels at an adjacent receiver or increase by more than 10 decibels according to TxDOT's noise guidelines.

Results of the model indicate there **are** traffic noise impacts along the project corridor.

When a noise impact is determined, locations for possible noise barriers are added to the model to determine if they could achieve the necessary sound reduction while meeting cost effectiveness criteria per FHWA guidelines. Note that TxDOT cannot construct barriers within floodplains which accounts for a large area within the project.

When modeling was completed with noise barriers added, it was determined that none of the noise barrier analysis areas would achieve the necessary sound reduction per FHWA guidelines. This means that noise barriers are **not** being proposed for the project.

It is worth noting, however, that based on the predicted noise levels, 88 percent of the modeled locations would not experience a noticeable change in noise levels if TxDOT were to proceed with the construction of the proposed project.

Although noise barriers are not being proposed for the project, Best Management Practices that will be implemented to reduce noise levels of the project include but are not limited to the use of tined pavement. Potential noise reductions from the use of longitudinally-tined pavement, which is quieter than traditional concrete pavement, have not been quantified for this project. Also as discussed earlier in the presentation, TxDOT proposes to double the height of the concrete rails on the outside of the elevated mainlanes and HOV lanes from 3 feet to 6 feet.



Planning

- Texas Transportation Commission 10-year Unified Transportation Plan (UTP)
- Houston-Galveston Area Council's (H-GAC) 2045 Regional Transportation Plan (RTP)
- H-GAC FY 2023-2026 Transportation Improvement Program (TIP)



\$347 Million (2023)

Approximate cost of proposed project
(State and Federal Funds)



Credit: Mark Mulligan, Houston Chronicle

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Script:

This project has been approved in the Texas Transportation Commission 10-year Unified Transportation Plan (UTP). The plan identifies funding subject to results of an environmental study to be performed in accordance with the NEPA process and applicable federal and state requirements. The proposed project would be consistent with the Houston-Galveston Area Council's 2045 Regional Transportation Plan for the eight-county Houston-Galveston region and the 2023 to 2026 Transportation Improvement Program prior to the environmental decision and construction.

The proposed project would be funded with a combination of federal and state funds for a total of approximately \$347 million dollars.

Agency Coordination



TxDOT has been closely coordinating with local agencies throughout the project development process to ensure project compatibility.

METRO

METRO's proposed Inner Katy Corridor Project would provide an exclusive structure for BRT and Regional Express buses within the corridor.

City of Houston

Proposed improvements to Buffalo Bayou and White Oak Bayou that includes diverting water from White Oak Bayou farther downstream; which is a joint effort between the City of Houston, HCFCD, and TxDOT.

Harris County Flood Control District (HCFCD)

This proposed project would not impede opportunities for HCFCD to improve the White Oak Bayou channel.

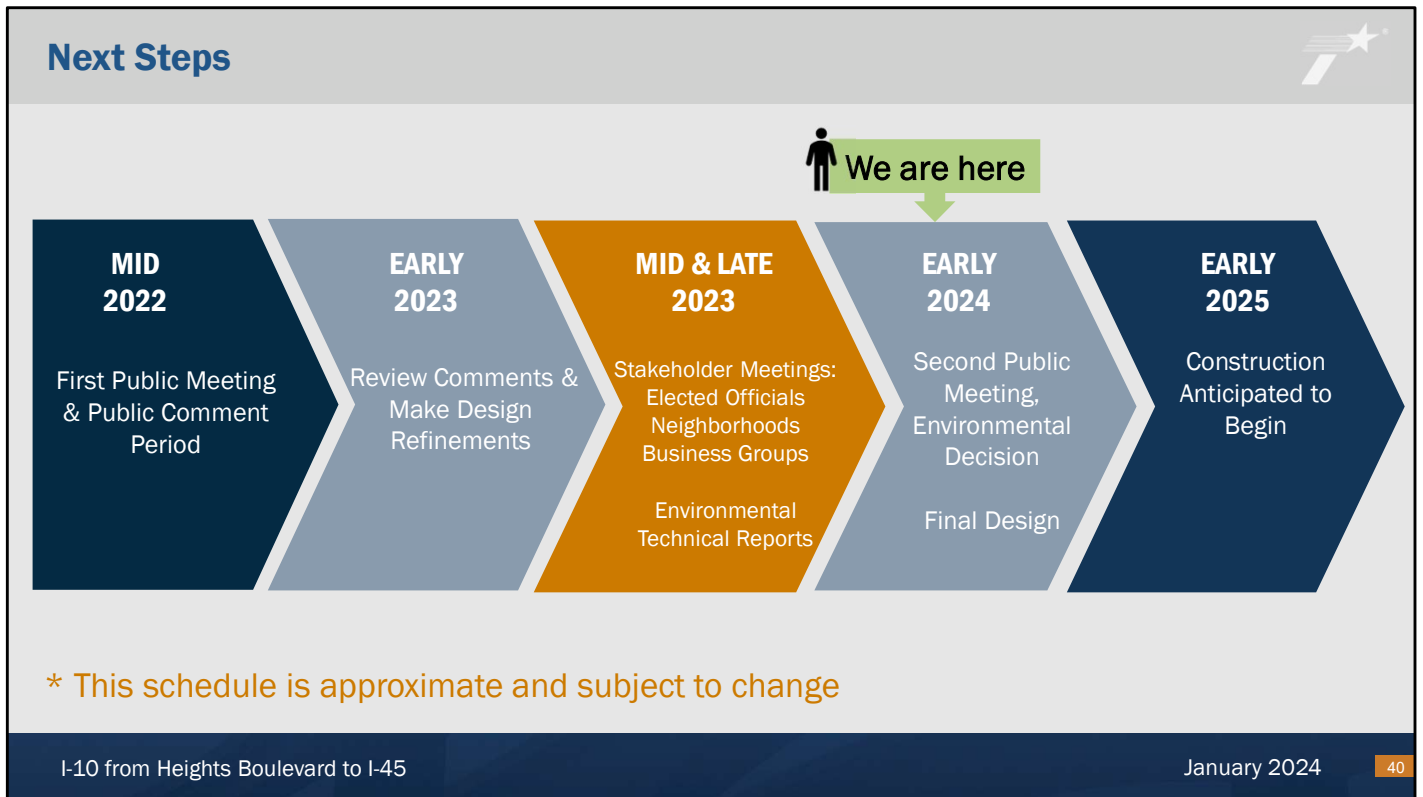
Script:

TxDOT has been closely coordinating with local agencies including METRO, the City of Houston and the Harris County Flood Control District, throughout the project development process to ensure project compatibility.

TxDOT has worked closely with METRO as METRO's proposed Inner Katy Corridor Project would provide an exclusive structure for bus rapid transit and regional express buses within the corridor.

Proposed improvements to Buffalo Bayou and White Oak Bayou include diverting water from White Oak Bayou farther downstream; which is a joint effort between the City of Houston, the Harris County Flood Control District and TxDOT.

Through coordination with the Harris County Flood Control District, TxDOT has confirmed that this proposed project would not impede opportunities for the district to improve the White Oak Bayou channel.



Script:

We want to highlight the estimated project timeline. Look for the green “We are here” arrow at the top of your screen. After the comment period closes, the project team will review the comments received, make appropriate design changes and prepare official public meeting documentation. Public meeting documentation will be posted to the project meeting web page when complete. The next steps include receiving an environmental decision, beginning detailed design activities and acquiring right of way. Construction is anticipated to begin in early 2025 and would take approximately four years.

How to Submit Your Comments



All comments must be received or postmarked by Thursday, Feb. 1, 2024.
Comments may be submitted in the following ways:

Comment Card: Download the comment card from the website, fill it out and email or mail it to TxDOT. Include reference to CSJ: 0271-07-326/TS

Online: To access the public meeting page, scan the QR code or visit www.txdot.gov/projects/hearings-meetings.html

Click on the "Online Comment Form" underneath the "Download" section.

Email: Submit to: HOU-PIOwebmail@txdot.gov

In-person: Drop the Comment Form in the comment box at the in-person open house

Mail: Mail the comment card: TxDOT Houston District
Advanced Project Development Director
P.O. Box 1386
Houston, Texas 77251-1386



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Script:

TxDOT encourages you to review the materials regarding the proposed project and provide feedback.

You may submit comments in the following ways:

Download the comment card from the project webpage, fill it out and email or mail it to TxDOT. Please include reference to CSJ: 0271-07-326/TS.

To access the public meeting page, scan the QR code on this slide or visit www.txdot.gov/projects/hearings-meetings.html. Click on the "Online Comment Form" underneath the "Download" section.

You can email your comments to HOU-PIOwebmail@txdot.gov.

Fill out the comment card at the in-person open house and drop in the comment box.

Mail the comment card to: TxDOT Houston District
Attention: Advanced Project Development Director
P.O. Box 1386
Houston, Texas 77251-1386

Comments must be received or postmarked by Thursday, Feb. 1, 2024, to be included in the public meeting documentation.

Responses to verbal and written comments received during the comment period will be included in the public meeting documentation that will be posted on the project webpage when complete.

Quick Contacts – Engage TxDOT Online



Houston District Contact

Contact the TxDOT Project Manager
anytime during project development:

Grady Mapes, P.E.
Phone: 713-866-7040
Email: Grady.Mapes@txdot.gov



To access the public meeting page visit
www.txdot.gov/projects/hearings-meetings.html
or scan the QR code

Social Media



Follow us on X (Twitter):
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Like us on Facebook:
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Follow us on Instagram:
www.instagram.com/txdothouston

Script:

Please don't hesitate to contact us with any questions, and feel free to contact Grady Mapes at the TxDOT Houston District office by phone at 713-866-7040 or email at Grady.Mapes@txdot.gov with any questions or comments at any time during the project development process. And don't forget to click on these links and follow us on X formally Twitter, for ongoing road closures and construction updates on the Houston District X page. You may also keep up with TxDOT news on our Facebook page or follow us on our Instagram page.



**Thank you for participating in
this public meeting**

**Please remember to submit comments by
Thursday, Feb. 1, 2024.**

Script:

Thank you for participating in this public meeting. Please remember to submit your comments no later than Thursday, February 1, 2024, to be included in the official public meeting documentation.

A graphic for the #EndTheStreakTX campaign. It features a black background with the word "HELP" in white, stylized, hand-drawn letters. Below it, the hashtag "#EndTheStreakTX" is written in large, bold, yellow letters. Underneath the hashtag, the text "End the streak of daily deaths on Texas roadways." is written in a smaller, yellow, sans-serif font. In the bottom left corner, "TxDOT.gov (Keyword: #EndTheStreakTX)" is written in white. In the bottom right corner, there are three yellow circular icons for Facebook, Twitter, and Instagram, followed by the text "#EndTheStreakTX Toolkit" and a QR code. The entire graphic is set against a light gray background with a white star in the top right corner. A dark blue banner at the bottom contains the text "I-10 from Heights Boulevard to I-45" on the left, "January 2024" in the center, and "44" in an orange box on the right.

HELP
#EndTheStreakTX
End the streak of daily deaths on Texas roadways.

TxDOT.gov (Keyword: #EndTheStreakTX)

#EndTheStreakTX Toolkit

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Script:

November 7, 2000, was the last deathless day on roadways in Texas. That means for nearly 23 years, at least one person has died every single day. We all have a part to play to change that. This message is that reminder – to End the Streak of deaths on Texas highways. We need drivers and passengers to act more responsibly and help us reach our goal of zero deaths by 2050. Texans can play a major role in ending fatal crashes with a few simple driving habits: wear seatbelts, drive the speed limit, put away the phone and other distractions, and never drive under the influence of alcohol or drugs. So please do your part and share this message with your family and friends.